

PENNYRAIL

AUGUST 1998

VOLUME 2, NUMBER 8

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

AUGUST MEETING

BADGETT CENTER
L&N DEPOT

MADISONVILLE, KENTUCKY
AUGUST, 24 7:00 PM

PROGRAM

Greg Utley will present a slide program covering his travels over the past couple of years. Keith Kittinger will provide the refreshments. With the daytime curfew on CSX trains, there should be lots of action for the foamers.

AT THE JULY MEETING

Only nineteen members were on hand for the July meeting in Madisonville. What's going on with the attendance at the meeting? Why aren't more members attending the meetings? Are the meetings boring to you? What can be done to improve the meetings? Do you have any ideas to improve the meetings? Let the chapter officers know your concerns. Share your ideas with others. Don't just dropout. The chapter needs everyone's input on ways to improve this chapter.

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RVP

The NRHS is no different than many organizations in that there is one level in the organization where a lot of the work gets done. In the Army it's the sergeants who make things happen and in the NRHS its the Regional Vice Presidents who really dig in and make things happen.

The RVPs are the lubricant between the National Officers and the Chapters. The RVPs take leadership roles in developing - and implementing - many of the Society's

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

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programs and
activities.

We can be proud of
the work done by the
RVPs and by our own
Dr. Wesley Ross. These
individuals are the

Chapter News

(Continued from page 1)

The July program was by Ron Stubblefield and snacks were provided by Wallace Henderson and Mike Keipp. Thanks guys. Rail action on CSX through Madisonville during the meeting was nonexistent. This means not a single train ran through Madisonville for almost three hours. Not a train on the Earlington mainline or the Atkinson Cutoff main plus nothing on the M. N. & K. Branch or the Morganfield Branch running from Atkinson Yard.

There is nothing sadder than watching around twenty foamers standing in front of the Badgett center looking at the dark signal at Trident. Things got so bad at the meeting that super foamer, Jim Finley, left the meeting before 9:00. He said that he couldn't take the disappointment any longer and was headed home. He mumbled something about chasing trains between Marion and Princeton on the way home. The main problem with this plan is that the Tradewater Railroad hasn't run a train on this line in years. We can only hope that Jim gets the help he needs. We can only hope that CSX will add a little excitement to the August meeting and run a few trains during the meeting. Come see for yourself.

MEMBER NOTES

Our condolences and prayers go out to David Fraser and his family on the passing of his mother.

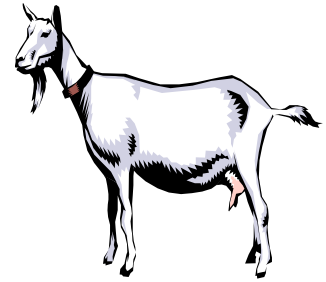
David Fraser has a new address: 8894 St. Rt. 132W
Clay, KY 42404-2160

502-664-9972

The Easterly's are once again hosting an ice cream social at their home in Franklin, KY. See page 8 for details and directions.

**TRACKSIDE WITH
THE OLD GOAT**

Dennis Carnal



Greetings from The Old Goat....Happy Anniversary to Me! - Happy Anniversary to Me! - Happy 5th Anniversary to Me!!! This month marks the fifth year anniversary of this column appearing in the Chapter newsletter. Can you believe this? Time has sure flown by. I hope the membership has enjoyed reading this column as much as I have enjoyed writing it. I would like to take this time to thank each member who has called or written me with information. These suppliers have been a great help to me. I couldn't have done this column without your help. I hope that more members living away from Madisonville will start sending in information from your areas. Just because the CSX Henderson Sub and Paducah & Louisville Railway is near and dear to many of the members in this chapter, I have no problem using information about railroading in other areas. A little variety never hurts anyone. In honor of my fifth anniversary this month I am going to go easy on the membership, Editor Chuck and myself by cutting back n the volume of my "Goat Droppings" this month. But just wait till next month, when my "Droppings" will be bigger and better than ever! Stay tuned!!

But first here's the stuff for this month....

CSX NEWS UPDATE
Starting the first week in August, CSX has started major track repair work on the Henderson Sub. Five CSX systemwide maintenance of

way gangs, with a combined workforce of around 400 employee, are working between Evansville and Nashville. The crews work four ten hour days - Sunday through Wednesday - with a subdivision curfew in effect from 7:00 AM to 5:00 PM.

Two tie and resurfacing gangs are working between Mortons Gap and Casky Siding, just south of Hopkinsville. The gangs are dumping ballast, replacing ties and reworking highway crossings over these thirty five miles of track. Ties are being replaced along the main and the sidings at Nortonville, Crofton, Kelly and Latham. Three trains unloading ties on these sections of track have been noted. A rail gang is replacing worn-out rail in curves between Evansville and Nashville. A ditcher gang is cleaning ditches and working on other drainage problems north of Madisonville. An undercutter gang is working south from Evansville to Madisonville. This gang is cleaning and resetting ballast to remove low spots or "mudholes" as they are called by train crews. This gang is also adding new ballast where needed. The gang will work on southward toward Nashville in areas that don't get repairs from the two tie gangs working ahead of them.

After the two tie gangs finish work between Mortons Gap and Casky siding, they will move on southward to the area around Trenton. New ties have been laying along this section of track for some

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NRHS Convention Syracuse, NY

Another excellent NRHS Convention was hosted by the Central New York Chapter in Syracuse, NY from July 8 through July 12. I attended and represented the Chapter.

There was a pre-convention special from Syracuse to Scranton on Monday July 6th. The special was pulled by the Central New York Chapter's pair of E8A passenger diesels. These ex-PRR units are painted in Erie-Lackawanna colors and were assisted by a Susquehanna SD45 and the E9A to provide head end power for the first class cars. Our route was the former Lackawanna Syracuse line now operated by the NYS&W to Binghamton and the D&H (ex Lackawanna) line to Scranton. A stop was made on the famous Tuckahannock Viaduct for photos from the vestibules.

I stayed at the Radisson's Lackawanna Station Hotel which is beautifully restored and highly recommended if you are visiting Steamtown. A night photo shoot at the Steamtown Roundhouse with newly shopped CP 4-6-2 #2317 riding the turntable.

Tuesday dawned with a heavy overcast for our double headed steam special to Pocono Summit. The train was pulled by CN 2-8-2 #3254 and the #2317. Two spectacular runbys were made. The E8s followed the special and pulled it back to Scranton as there was no place to turn the locomotives.

The rest of the day was spent exploring Steamtown. In the shops were PRR K4 #1361, B&M 4-6-2 #3713, an O-6-OST and a refer and a coach. These units are being restored with private funding.

The shop tour ended just in time to catch Baldwin Locomotive Works 0-6-0 shop switcher #26 on the turntable. A late afternoon departure put us back in Syracuse at 10:30 PM.

Wednesday, July 8, was the first official day of the Convention. Dreary weather followed our Tioga Scenic RR trip out of Owego on an ex Lehigh Valley branch. The train was pulled by SW1 #40 and we got a photo run in before the heavens opened up. It rained hard enough to shorten the trip due to water over the tracks. Rain was also a problem for those in the open cars as there were no spare seats - the train was full.

On Thursday we were bussed to Utica where we toured another magnificent restored station - NYC's - and then had permission to cross Conrail's double track main line to board our train on the Adirondack Scenic RR. This train was pulled by ASR's ex NYC 'lightning stripe' ALCO RS-3, the first NYC RS-3 built for passenger service. The RS-3 was assisted by Mohawk Adirondack & northern C425 #2453. Our special reinstated

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NEXT MONTH

More of Don Clayton's summer travels.

Wallace Henderson's report on his post-convention trip and sightings.

The "Old Goats" promised 'full bag' report.

Report on L&N Historical Society Annual Meeting.

List of new IC/CN trains

SUMMERAIL

The 1998 edition of Summerail was held on Saturday, August 8, at Cincinnati Union Terminal. I arrived in the Queen City Friday afternoon and had dinner with Dave and Jill Oroszi and some of the presenters. The group adjourned to Tower A after dinner for an informal slide show. This turned out to be a real treat. Robert Mohowski showed a couple of trays of slides shot in the 50s and all within 75 miles of New York City. These slides were in wonderful condition (don't ever doubt the staying power of Kodachrome) and the subject material covered steam (Camelbacks, Hudsons, Niagras and Pacifics) and a magnificent variety of first generation diesels. The diesels pictured included EMD Fs, Es, and early geeps; ALCO PAs, FAs, RSs and DL 109s; Baldwin 'Baby Faces' and 'Sharknoses'; and a variety of FM cab units and 'Train Masters.' Electrics were also pictured with GG1s and box cabs. It was enough to bring tears to your eyes.

The Saturday activities included a well manned Railroadiana Show and sale, tours of Tower A and the highlight - the 12 presentations of railroad slides. The show featured dual projectors and superb synchronized taped music and commentary.

All twelve shows were superb with my personal favorites being Ron Flanary's *Southern's Appalachia Division* which featured people as well as trains and Steve Patterson's *Canada - Coast to Coast by Passenger Train* documenting passenger train travel across Canada from the 70s through current operations. Mike Schafer's Chicago show and Jeff Gast's Indiana were also extremely well done.

Plans are already underway for the 1999 version of "Summerail" so block out the second Saturday

THE OLD GOAT

(Continued from page 2)

time, waiting to be used. Work will move toward Guthrie and Nashville. If you like to watch track repairs being made, now is the time to be trackside of the Henderson Sub. This track repair work should be done sometime around the first of September, just in time for the heavy fall grain train volume to start rolling along the HD.

CSX has leased around fifty locomotives from Canadian National. A few of these locomotives have been sighted on the Henderson Sub. Add these Canadian National locomotives to the locomotives from Canadian Pacific seen pulling sulphur trains on the HD, you could think you were somewhere north of the United States/Canadian border. Now, if CSX would only run a few trains during our meetings!!!

Well, that's all for this month. As I said, short and sweet this month. If you have any information that could be used in the newsletter please take the time to send the information. We need your input each month. Thanks to everyone for sending in your reports during the past five years. I appreciate all the reports from the membership very much. Hope to see more of you at the August meeting and trackside. , Keep in touch.

Dennis Carnal
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Madisonville, KY 42431

Phone 502-825-0693

RAFFLE

Don't forget items for the Chapter raffle. The proceeds go to defray the printing and mailing costs for "PENNYRAIL" your Chapter newsletter.

This is the fourth installment of A. C. Stanley's adventures on the inaugural run of the Texas Eagle all the way to Los Angeles. Last month we left the passengers well off their intended route to Little Rock and were actually only 40 miles from Memphis.

WE STOPPED AT FAIR OAKS. THE HOG LAW HAD CAUGHT UP WITH OUR TRAIN CREW AND A FRESH CREW HAD BEEN DRIVEN UP FROM NORTH LITTLE ROCK. WITH THE NEW CREW ON BOARD, WE MADE PRETTY GOOD TIME THROUGH BRINKLEY CLARENDON, STUTTGART, AND ALTHEIMER WHERE I THOUGHT WE WOULD USE THE COTTON BELT LINE INTO NORTH LITTLE ROCK. BUT THAT DIDN'T HAPPEN. INSTEAD WE SNAKED OUR WAY TROUGH THE FREIGHT YARDS AT PINE BLUFF, PAST THE ARKANSAS RAILROAD MUSEUM AT THE OLD PASSENGER DEPOT, AND PAST THE OLD COTTON BELT BACK SHOPS WHERE THE #819 4-8-4 IS RESTING AND READY TO RUN.

43 MILES UP THE EX-MOPAC LINE IS LITTLE ROCK. WE CAME INTO TOWN FROM THE SOUTH AND WE WERE HEADED THE WRONG WAY WHEN WE REACHED THE DEPOT. CROSSING THE ARKANSAS RIVER A SECOND TIME, WE WERE IN NORTH LITTLE ROCK. WE HEADED UP THE FT. SMITH LINE. BACKED UP TO THE MAIN LINE, AND HAD THE TRAIN TURNED AROUND AGAIN. AFTER CROSSING THE RIVER THE THIRD TIME TODAY. WE ENTERED THE LITTLE ROCK STATION FIVE HOURS LATE. BUT WE HAD A BALL GETTING THERE.

HAPPY SMILING FACES

EVEN THOUGH #21 WAS RUNNING FIVE HOURS LATE. OTHER GROUPS PATIENTLY WAITED AT MALVERN AND ARKADELPHIA, ARKANSAS, AT TEXARKANA, USA, AND AT MARSHALL, LONGVIEW, MINEOLA, DALLAS, AND FT. WORTH, TEXAS. PASSENGER TRAINS ARE NOT IMPORTANT TO A LOT OF PEOPLE, BUT IN THESE COMMUNITIES, THE TEXAS EAGLE IS AN OLD FIEND AND A LIFE'S COMPANION YOU DON'T WANT TO LOSE. TODAY WAS A DAY TO CELEBRATE AND THESE COMMUNITIES WERE RESPONDING AS THEY MET THE TRAIN WITH MUSIC, COLOR GUARDS, DRILL TEAMS, BANNERS. FOOD, LITERATURE, TRINKETS, GIVE AWAY SOUVENIRS. BADGES. FLOWERS, AND HAPPY SMILING FACES. AMTRAK HAD PRESS KITS PREPARED FOR THE LOCAL MEDIA AND THERE WERE PHOTOGRAPHERS AND TV CAMERAS EVERYWHERE.

BETWEEN FT. WORTH AND SAN ANTONIO (OTHER COMMUNITIES PARTICIPATED AT CLEBURNE, McGREGOR, TEMPLE, TAYLOR, AND AUSTIN. IN SAN ANTONIO, A BREWERY MADE SURE THAT ANYONE COULD HAVE A LONE STAR BEER IF THEY WANTED ONE OR TWO OR THREE OR FOUR OR MORE BOTH GOING AND COMING ON THIS TRAIN. THERE WAS A PERPETUAL FREE BUFFET STOCKED WITH FOODS PREPARED BY THE COMMUNITIES.

MORE NEXT MONTH

CONVENTION

(Continued from page 3)

through service on ASR from Utica to Thendara with future service to Lake Placid planned. The sun came out and we enjoyed a very fine buffet lunch. While one shift ate the other was treated to a photo run. At Thendara we met ASR's tourist train pulled by ex NYC SW1 #705. After a photo run with the C425 in the lead we returned to Utica. I would rate this trip as best of the Convention.

On Friday afternoon I represented you at the Board Meeting and the Convention business session. There was competition for the 2000 Convention with Pittsburg edging out Stamford, CT in a close vote. The banquet was held in the Hotel Syracuse with an excellent meal. I was able to share a table with our RVP, Dr. Wesley Ross and his wife Shirley and Steve Barry, the new editor of *RAILFAN* magazine. The banquet speaker was Walter Rich, President, NYS&W. His talk detailed the start-up and expansion of the Susquehanna and all the problems encountered. It was a most interesting presentation and highlighted the banquet as one of the best ever.

On Saturday the NWS&W hosted a special on the Binghamton line pulled by their Chinese 'Mike' and the EL E8s. This was the most disappointing trip of the convention. We were delayed an hour as someone let the Mike's fire die. Neither of the photo runs were inspiring. The Mike was not worked hard enough to put on a good show. The trip highlight for me was a meet with a northbound stack train pulled by an SD45 and an ex CP ALCO M636.

The night photo session featured a Finger Lakes RR GP9u in NYC lightning stripe paint, a Susquehanna RDC, the Chinese Mike and the ubiquitous E8s. We were split into two groups and the space was cramped.

Unlike previous Conventions I have attended, the final special was run on Sunday and featured a trip to Auburn on the Finger Lakes Railway's ex NYC secondary main. Power was the GP9u from the previous evening's photo session plus the Chapter's E8s. On the return trip a stop was made at the Chapter's Mantisco depot museum. The depot was built by the NYC in 1870.

In conclusion, the Central New York Chapter did an excellent job as hosts and a grand time was had by all. Truly an outstanding Convention and one that sets the stage for future Conventions - short lines and tourist railroads replacing mainline steam and diesel

MAPS

An indispensable aid to railfanning is good directions and this means good maps. Some state highway maps show railroads but usually not in much detail and often badly out of date. Two sources of good information have recently come to my attention. The *Steam Powered Video's* RAILROAD ATLAS series is excellent but does not show highways. These atlases are advertised in all the rail publications. An excellent source of both highway and rail information as well as detailed topography are the state Atlas and Gazetteer published by DeLorme. The detailed books are available at

ILLINOIS CENTRAL HISTORICAL SOCIETY ANNUAL MEETING

At last years ICHS Annual Meeting in Kankakee, IC President, Hunter Harrison, promised the IC business train would be in Waterloo, Iowa for the 1998 meeting of the society. In the interim, Canadian National made it's well publicized bid to acquire the IC, Hunter Harrison left the IC top post for the position of CN's chief operating officer, and the status of the IC business train for the Waterloo meeting was shrouded in doubt.

I, like many other ICHS faithful, sent in my meeting registration and did more than a little hoping, wishing and praying.

The internet confirmed - sort of - that the business train would likely make the trip to Waterloo but there was still the question of whether it was for static display or whether we would actually get to ride the train.

Shirley and I loaded up the Explorer (it's amazing what we drag along for a three or four day trip) and hit the road for Iowa on Wednesday morning. We went via Evansville and I64 to US 51 in central Illinois. The scanner was busy but we didn't see any trains. Centralia was quiet as was Vandalia. We did spot a pair of Decatur Junction GP16s working a grain elevator south of Decatur. We spent the night in Galesburg and caught the westbound Zephyr at the station. A pair of Genesis GEs and a pair of EMD F40s were up front and 9 express cars trailed the passenger cars. The yard was busy but main line action was slow. We had hoped to visit the museum at Galesburg the next morning but it did not open until noon. We headed for the quad cities and then up the west

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Western Kentucky Chapter, NRHS

L&N Depot Hopkinsville, KY
July 27, 1998

President McCracken called the meeting to order at 7:00 PM. Minutes of the June meeting were approved as read. The Treasurers report was approved.

TREASURER'S REPORT:

Opening Balance		1122.41	
Income			
Dues	0.00		
Raffle	17.00		
Video	25.00		
Total	42.00	1164.41	
Expenses			
Postage	28.80		
Print	20.67		
Total	44.97	1114.94	
Ending Balance			1114.94

MEMBERSHIP: 61

DIRECTORS REPORT: Wallace Henderson gave a complete report on the Syracuse Convention and all the trips connected with the meeting.

OLD BUSINESS: Mike Keipp reported on the fall excursions on the Nashville & Eastern and in particular; the October 24 trip all the way from Nashville to Cookville.

NEW BUSINESS:

Wallace Henderson reported on a freight run with 4501. Chuck Hinrichs reported on Summerail. The chapter discussed and passed a policy on Funeral flowers. We will send flowers only on the passing of a member or a member's spouse. It was suggested that the National Office be contacted for a list of associate members in our area. No further business came before the chapter and the meeting was adjourned for program and refreshments.

Members present were: Wally Watts, Rick Bivins, Chuck Hinrichs, Rick Andrews, Ron Stubblefield, Dennis Carnal, Keith Kittenger, Wallace Henderson, Greg Utley, Rich Hane, Tommy Brown, Mike Keipp, Tim Griffey, David Fraser, Bob McCracken and Jim Finley. Guests were F. Birk Fischer, Stephen Gentry and Matt Gentry from Evansville.

VIDEO SALES REPORT: As of August 10th, a total of 70 copies of the Henderson Sub video have been sold by the chapter. These sales have grossed \$1750.00 with the Chapter netting \$513.82. Copies of the video are still available at \$25.00 plus \$3.00 for shipping. Send your order to Dennis Carnal.

Remember to bring items for the raffle. Proceeds from the raffle go towards printing and mailing costs of "PENNYRAIL"

TIMETABLE

TOURS

Trains Unlimited Tours Info: 1-800-359-4870

White Pass & Yukon Spectacular - September 17-20 out of Skagway, Alaska

North American Railfan Spectacular - September 26-October 10 in Colorado-New Mexico-Utah-Nevada-California

Cumbres Fall Colors Spectacular - September 28-29 out of Chama, New Mexico and Antonito, Colorado

Nevada Northern Spectacular - October 3-4 out of Ely, Nevada

High Iron Travel Info: 1-612-922-7259

Farewell to Conrail - a private car odyssey of Conrail prior to NS-CSX take over. Call for dates and details.

Camas Prairie trip has been postponed.

Other Rail Events

NRHS Fall BOD meeting - Kansas City, November 6-8, 1998. Trip on KCS "Southern Belle" business train from Kansas City to Amsterdam, MO and return with photo stops and lunch. Also a ride on the Smoky Hill Railroad. See Chuck Hinrichs for details. **The KCS trip will fill-up quickly get your reservations in now!!!**

L&N Historical Society - Annual Meeting - September 25-27 Corbin, KY - Headquarters Hotel is the Cumberland Inn, Williamsburg, KY. Facilities at Corbin and the headquarters hotel are limited. **Get your reservations in early!!**

TC Museum (Nashville & Eastern RR) Nashville to Cookville, October 24, 1998. Contact Don Clayton or Mike Keipp for details and ticket information.

TVRM will have a complete fall trip schedule with both steam and diesel power. Contact Billy Byrd for details.

1999 EVENTS

#4449 from Sacramento to Portland June 26-July 1, 1999. 6 days, 5 nights, Price to be determined, Sponsored by Alki Tours, A Seattle Travel Firm, 206-935-6848 or 888-895-ALKI This trip will follow the NRHS Convention.

AREA SIGHTINGS

Paducah Power *Wallace Henderson*

BNSF local - 448 - was spotted on August 10 with 6 units. BNSF SD40-2 #6330 in new Heritage II paint, LMX B39-8, a pair of BN SD40-2s, IC SD40-2 #6114 and BNSF SD70MAC just out of the VMV paint shop in Heritage II paint. On August 14 the local had BNSF SD70MAC #9960 in fresh Heritage II paint, BNSF SD40-2 in the earlier Heritage scheme and BN GP40M #3500. The local is operating on a revised schedule. #447 arrives in Paducah on Tuesday/Thursday/ Sunday and #448 leaves Paducah on Monday/Wednesday/Friday.

Spotted at VMV on the 14th was IC SD40-3 #6203. This is the 4th SD40-2 rebuilt to the -3 specifications. These units are completely rebuilt and have microprocessor controls. We saw the prototype (#6200) at Woodcrest Shops during last years ICHS annual meeting.

Halloween in August *Wallace Henderson*

The "Pumpkins" are here! That is CSX M of W units in the bright orange paint. Track work on the Henderson Sub has brought these units out in good numbers on work trains. So far there have been a GP38, a GP40, a B23-7 and a rare U23B spotted.

Steam in Western Kentucky *Internet*

From a press release, television and newswire coverage: "Kentucky's Hardin Southern Railroad has acquired the former Lee-Tidewater Cypress Lumber Company Baldwin 2-6-2 number 4 and moved the locomotive from four decades of storage in Illinois to Hardin on August 14. The locomotive will require an extensive overhaul before becoming operational."

The Dark Side of the News

Last night (August 11), Amtrak train 59, while moving at slow speed, derailed locomotive #830, and cars 1424, 39045, 32076 and 32014 in Memphis. No injuries resulted. The derailed equipment was left behind, and the train was delayed for nearly five hours.

Tragedy struck the Henderson Sub on August 12. Two Tennessee golfers were killed when they turned their pickup truck into the path of a northbound CSX manifest train. the incident occurred at the entrance to Shady Grove golf course just north of Trenton in Todd County. This is the second fatal incident at this location.

The Tennessee Central RR bridge experienced a close call Friday evening. According to the TV report a barge struck the protective pillar and completely destroyed the protective pillar. No damage to the 1902 swing bridge or the tracks. (I assume this happened in Nashville. *ed*)

ICHS

(Continued from page 5)

bank of the Mississippi to Dubuque. There was some action at the UP yard in Clinton, Iowa. We did not see any IMRL action and we just missed an IC train crossing the river at Dubuque. We took US20 to Waterloo. The IC depot buildings (2) at Independence have been moved about a block from the tracks and are being carefully restored. These are two rather unique brick structures and I am glad they are being saved. We checked into the hotel and after a good dinner spent the evening watching an informal slide show.

We were up early Friday morning for breakfast before boarding busses for tours of the John Deere plants. We went to the engine plant while another group toured the tractor facility. The engine plant is huge - 21 acres under roof - and produces 6 cylinder diesel engines. A most impressive operation. We lunched downtown and then took a quick tour of the IC facilities in Waterloo. We boarded the IC business train - E9s 100 and 101, business car #1, a lounge car, sleeper and theater car. We rode in the lounge section of the theater car. The train ran west from Waterloo to Iowa Falls where the Es ran around the train for the return trip. The theater car rode beautifully on the freight only tracks and we ran consistently at or near 50 mph. A very nice trip. It is nice to find an executive that keeps his promises. Were that the country were in as good hands as is CN/IC. Thanks Mr. Harrison.

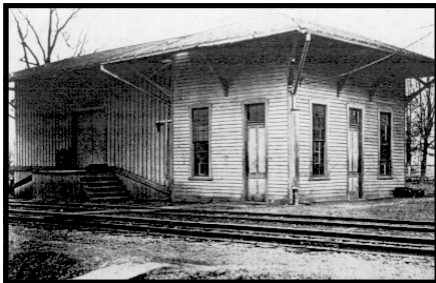
Saturday featured the Railroaders Show and the Banquet. There was no formal speaker but two Iowa Division employees shared some delightful stories of their adventures on the IC. A very nice slide presentation closed the meeting. We left early Sunday and arrived home about

RAIL TRIVIA QUIZ

Answer to July Trivia.

EMD's first turbocharged diesel locomotives were the 4 axle GP20 and the 6 axle SD24

AUGUST TRIVIA



?

This L&N station was in service from 1886 to 1939. It was located on the busy Henderson Sub. It served a rural area and today there are only a few houses and a grade crossing where this structure once stood. Can you determine the location?

I hope to make this mind teaser a regular feature in "PENNYRAIL". If you have a bit of rail trivia that you think would challenge our readers just drop me a note or an e-mail with the details.

Come on guys!! How about a little help on this feature. Send me a chunk of TRIVIA for the September issue of *Pennyrail*.

YOU'RE INVITED TO THE ALMOST ANNUAL NRHS EASTERLY ICE CREAM SOCIAL

Trains of some kind will be running. Fun will be had, rain or shine.

To be held: Saturday, September 19, 1998

Ice Cream to be served beginning at 2:00 p.m.

Directions:

From Madisonville, go south on Pennyrile Parkway to 68-80 at Hopkinsville. Take 68-80 East through Russellville to HWY 100. Take 100 to Square in Franklin and turn left on 31W. Go north on 31W. Approximately one mile past Wal-Mart, turn left on Patton Road. Then turn right on Widener Circle and we are the third house on the left.

From Owensboro, take the Natcher Parkway, south to 31W in Bowling Green. Take 31W south to Patton Road. (Just past traffic light at 3008) Turn Right on Patton road and turn right again on Widener Circle. Again we are the third house on the left.

*Please let us know if you plan to attend so we will know how much Ice Cream and other munchies to prepare. Please, leave a message at 1-800-584-6564 to confirm. **THANKS!***

"PENNYRAIL" is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, you editor would appreciate hearing from you. My scanner is a non-destructive machine and your material will receive the best of care while it is prepared for publication. Your help is appreciated.

Chuck Hinrichs